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21 June 1963

MEMORANDUM FOR: Assistant Director, OSA
Deputy Assistant Director, OSA

SUBJECT : Summary of OSA Activities for Week Ending
19 June 1963

OX CART

1. All OXCART flights were stopped on 14 June because of engine damage in Aircraft #122 caused by a heavy petroleum base vaseline-like substance which plugged up the oil lines and filters. Samples of the material were sent to the Lockheed chemical laboratory for analysis and the Pratt and Whitney personnel have checked the oil tests, supplies, servicing cart, supplier, additives and diluents. Investigation of the substance revealed a fiberglass material in the oil such as that found in the numerous heat shields which are separated from the oil system by a metal wall. A good possibility exists that a bearing or some other moving part failed, piercing the engine wall and heat shield thereby releasing fiberglass material into the oil system, or it is possible that the fiberglass used to protect the oil cans when shipping may have gotten into the oil. No evidence of sabotage has been found, but the possibility is still being investigated.

2. Regarding the shortage of inlet controls for the OXCART vehicles, Hamilton-Standard submitted their current schedule for delivery of these controls explaining that slippage in delivery of three of the main controls was due to system rig testing which was necessary because of continuation of the need for a definition of the rig correlation

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problem. They believe, however, that implementation of a second system test rig on approximately 28 June will eliminate this bottleneck.

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4. A series of tests were conducted at ☐ regarding the feasibility of in-flight feeding of the OXCART pilots. These tests were conducted from the aspect of minimal nitrogen inhalation during the period of feeding in order to prevent dysbarism. Further evaluations of the in-flight feeding procedure will be made by Firewel.

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5. ☐ officials have requested that the following evaluations of the OXCART pilots' equipment be made:

A. Evaluate the oral inflation valve in outer garment of the suit. It is suggested that the oral inflation valve should be in an open condition. This would require the driver to close the valve before activating the carbon dioxide cylinder in water survival situations.

B. Evaluation of pressure hose used with the full pressure suit. Suggest a single hose per system with a quick disconnect in helmet area to enable driver to conveniently doff helmet. This would be helpful in cases where quick donning of anti-exposure garment is essential, is more convenient for the suit technicians, would reduce one potential leak area, and allow post mission removal of driver's helmet in the transport van. Also request extension of left pressure oxygen lead hose for routing under left arm since hoses routed under each arm reduces energy required for lateral movements.

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IDEALIST

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[Redacted]

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[Redacted]

has been scheduled for 24 June 1963.

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[Redacted]

**Chief, Programs Staff
(Special Activities)**

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PS/OSA: (21 June 63)

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RECAPITULATION OF AIR ACTIVITIES, WEEK ENDING 19 JUNE 1963

seen

PROJECT	VEHICLE	DATE	TARGET COUNTRY	BY	APPROVED	DATE	ACTION
<u>IDEALIST/TACKLE</u>							
*4 Missions	U-2	June	China Mainland	Special Group	28 May (4 April)		[] was alerted on 14 June for River Search area subsequently canceled due to deterioration of weather. 25X1 [] for South China area 25X1 [] alerted 17 June but was canceled due to weather. Mission [] alerted for launch 21/0100Z.
As Necessary	U-2	April/ May	Laos/North Viet Nam	Special Group	3 May		Mission 6063 was alerted on 17 June to cover the Hanoi Basin area. This mission subsequently canceled due to deteriorating weather.
Mid East Contingency	U-2		Middle East			25X1C 25X1C	Efforts are continuing to explore alternative bases to [] The Dept. of State has been requested to furnish its views to DCI on the use of [] as the strike base.

*Includes South China mission approved on 4 April 1963.

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APPROVED

PROJECT VEHICLE DATE TARGET COUNTRY BY DATE ACTION

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No activity this period.

cc: DCI
ER
DD/R
DD/P
DD/I
SA/DDR
DDP/SGO

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